



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

OFFICE OF THE COMMISSIONER

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February 4, 2026

The Honorable Jesse Bjorkman
Chair, Senate Transportation Committee
Alaska State Capitol, Room 427
Juneau, AK, 99801

Dear Chair Bjorkman,

Thank you for the opportunity to appear before the Committee on January 22nd, and for the thoughtful questions and discussion regarding highway safety, our transportation program match, the Statewide Transportation Improvement Program, and related transportation matters. We appreciate the Committee's engagement and the time devoted to these important issues. As committed during our discussion, the Department is providing the following clarifications and additional context.

Questions were raised regarding whether lane reduction concepts for Ingra and Gambell Streets have been discussed in recent years. The Department hasn't included lane reduction projects in the Highway Safety Improvement Program (HSIP). We have included road diets in the past, which are fundamentally different than lane reductions. We understand that many legislators would like the Department to consider reducing the number of lanes on our State highways, and we are working through a process and data driven approach to address these requests.

The Committee also asked about the safety performance of the Ingra–Gambell couplet. Based on the Department's crash cost per mile screening methodology, which weights crashes by severity, Gambell Street has ranked as the highest crash cost per mile corridor in the state over the past five years of available data. Ingra Street currently ranks sixth statewide. These rankings underscore the need for focused safety improvements while also reinforcing the importance of data-driven decision-making. The series of Ingra and Gambell projects are included in the current HSIP program and the Department is aggressively working to finalize delivery. This includes active engagement with utility companies and right of way acquisitions. We have hired additional contract resources to assist with design elements.

Discussion also addressed the Chief Engineer's directive and its effect on pursuing lane reduction actions. The directive was developed after the Department became aware of the volume and concentration of proposed lane reduction projects within Anchorage.

The Department determined that removing capacity across multiple corridors simultaneously could have unintended impacts on emergency response times, freight movement, neighborhood traffic, and overall system safety, warranting additional system-level review.

With respect to the temporary lane drops implemented during the summer of 2024, the short duration of the pilot did not yield sufficient data to assess traffic operations or crash trends across varying seasonal and traffic conditions. For infrastructure safety projects, the Department typically relies on multiple years of crash data to draw reliable conclusions.

Chair Bjorkman

DOT&PF Response to January 23, Senate Transportation Committee Hearing

February 4, 2026

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The Committee inquired whether the Ingra and Gambell projects had been cancelled in the initial FY26 funding plan. The Department would like to clarify that no projects were cancelled. When project requests exceed available funding, priority is given to projects advancing into construction. Additionally, the Vision Zero Task Force brought to the Department's attention the need to evaluate the cumulative impact of multiple lane reduction proposals. The Department and its partners are now jointly studying system-wide and corridor-specific effects. Once this work is complete, decisions regarding lane reductions will be made.

The Committee further discussed lane reductions more broadly, including whether reducing lanes slows vehicles and saves lives. While road diets on two-way, four-lane roadways are well studied and have demonstrated safety benefits, the safety effects of lane reductions on one-way streets are not as well documented. As projects advance, the Department will ensure that any space repurposed through lane reductions includes design elements that support safety for all roadway users.

The Committee also asked how potential changes to National Highway System designation could affect Ingra and Gambell Streets. At this time, 5th and 6th Avenues, as well as Ingra and Gambell Streets, are part of the National Highway System, with Ingra and Gambell designated as Interstate facilities. If National Highway System designation were to be removed from 5th and 6th Avenues, additional design flexibility could become available. The Department recognizes that changes to roadway designation, capacity, and operating speeds can influence route choice and traffic patterns. This reinforces the importance of fully understanding the impacts of multiple lane reductions so that safety improvements do not result in unintended consequences elsewhere in the transportation system.

Finally, the Chair asked for the list of projects that were pushed out due to the match shortage. I have attached the letter we sent to the House and Senate Transportation Committees on July 17, 2025, that addressed this question. Attachment #4 includes the list of projects that were pushed out due to match constraints at that time (and identified in Statewide Transportation Improvement Program Amendment #2).

Please do not hesitate to reach out if additional information would be helpful or if the Committee would like further briefings on these topics.

Respectfully submitted,



Ryan Anderson P.E.
Commissioner

Enclosure: July 17 Letter

cc:

Andy Mills, Legislative Liaison

Jordan Shilling, Director, Governor's Legislative Office



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July 17, 2025

The Honorable Jesse Bjorkman
Chair, Senate Transportation Committee
145 Main Street Loop Kenai, AK 99611

The Honorable Ashley Carrick
Co-Chair, House Transportation Committee
1292 Sadler Way Suite 308
Fairbanks, AK 99701

The Honorable Ted Eischeid
Co-Chair, House Transportation Committee
1500 W. Benson Blvd.
Anchorage, AK 99503

Delivered via e-mail

Dear Senator Bjorkman and Representatives Carrick and Eischeid,

As the Alaska Department of Transportation & Public Facilities (DOT&PF) continues our aggressive delivery of the FFY25 construction season, we are pleased to concurrently announce the successful approval of 2024-2027 Statewide Transportation Improvement Program (STIP) Amendment #2 by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), positioning the state to fully capitalize on August Redistribution opportunities. This letter offers a comprehensive update on our ongoing progress and focus areas while reaffirming our steadfast commitment to the goals we laid out earlier this year. We are staying focused on these critical aspects of our construction program and will be putting in 100 percent effort through the end of September to deliver for Alaskans.

Delivering in 2025: A Strong Construction Program

We are in the middle of one of the most ambitious transportation construction seasons in recent history. Through June 30, 2025, DOT&PF has awarded \$562.9 million in contracts. We anticipate awarding an additional \$400 million in contracts by September 30, bringing total FFY 2025 construction awards to approximately \$1 billion—marking the largest single-year program in the department’s history.

Our team is executing on a scale that matches—and in many cases exceeds—the targets laid out in our February 2025 update to Senator Bjorkman (Attachment #1). Nearly all planned obligations and award benchmarks are on track. We are working across all DOT&PF regions with a range of resurfacing, reconstruction, safety, bridge, and airfield improvement projects.

Project Delivery Highlights: Awarded Projects

- **Preventative Maintenance & Resurfacing:** DOT&PF is investing in pavement preservation across the state to extend infrastructure lifespan and maintain reliable travel. This includes projects like Dalton Highway Milepost 245–274, Glenn Highway Milepost 143–154, Richardson Highway Milepost 97–106.5 and Milepost 0-7, Bogard Road Preventative Maintenance, Wasilla Fishhook Road Preventative Maintenance, Eielson Farm Road, and VFW Road resurfacing.
- **Reconstruction:** Major corridor upgrades are being delivered, including the Bogard Road Extension Phase II in Mat-Su and the Parks Highway Milepost 319–322 realignment—a critical safety improvement involving curve straightening. Additional reconstruction projects include Fairbank's Cowles Street, Haines Highway Reconstruction Milepost 20-25, Skagway's State Street and Ketchikan's Sayles Creek, both enhancing roadway reliability and regional accessibility. There is new road construction in Ruby, accessing Ruby Slough.
- **Safety Enhancements:** The Palmer-Fishhook Road and Trunk Road Roundabout are designed to reduce congestion and crash risk. Northern Region and City of Fairbanks Systemic Signal Upgrades - Stage 1 is upgrading intersection signals to improve safety. The Yankovich-Miller Hill Road Reconstruction and Multi-Use Path project will provide separation between motorized and non-motorized users.
- **Bridges:** Replacement of aging structures is underway at Takotna, Gold Creek, and Tatalina. On the Richardson Highway, the Milepost 346 Chena River Bridge project supports heavy industrial traffic and ensures economic continuity. On the Parks Highway, the Railroad Creek Bridge project is under construction.
- **Airfield Projects:** Urban and rural airfield upgrades include Kotzebue Airport's new crosswind runway, airport improvements in Nightmute, Deering, and Kokhanok, improved snow removal facilities in Valdez, and airport improvements at Buckland. Sitka is undergoing major airport terminal improvements. Both Kodiak and Unalaska have major taxiway and apron improvement projects scheduled. At Ted Stevens Anchorage International Airport (ANC), a record number of upgrades are underway, including gate expansions, new lighting control systems, emergency structure upgrades, and major airfield taxiway and runway improvements, all designed to improve operational efficiency, increase capacity, and enhance resilience at Alaska's busiest passenger and cargo hub.

Note: A full listing of projects awarded between October 1, 2024, and June 30, 2025, is included as Attachment #2.

For information on projects that are still anticipating awards in FFY25, there are several sources of information:

- Tentative Advertise List: <https://dot.alaska.gov/procurement/awp/tas.html>
- Current Bid Calendar: <https://dot.alaska.gov/procurement/awp/bids.html>
- Contract Award Status: <https://dot.alaska.gov/procurement/awp/cas.html>

Our team continues to provide monthly updates to the public and contractors on project delivery schedules through regular scheduled updates on the third Wednesday of every month at 11:00 a.m. You can join via zoom: <https://us06web.zoom.us/j/82520119717>

2024-2027 STIP Amendment #2 Approval

On July 14, 2025, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) formally approved Amendment #2 to the 2024–2027 Statewide Transportation Improvement Program (STIP). This approval reflects a strong federal-state partnership, bolstered by new FHWA leadership that has been responsive, collaborative, and committed to shared success. The amendment ensures that critical infrastructure projects can continue moving forward and achieves the department's goals: maximize federal investment and set Alaska up for a robust August Redistribution this year. With our evolving Project Delivery Plan and program reporting, this STIP amendment has improved accuracy in planning investment and leveraged eligibilities. The public involvement process included sending 715 postcards, 1,209 emails, 2 press releases, over 60 radio public service announcements, 5 Facebook posts, and 2 print advertisements across Alaska. This resulted in 222 comments received, the majority of which were from individuals.

Importantly, the federal planning finding issued alongside the approval (Attachment #3) included no corrective actions and recognized the plan's transparency, coordination, and performance reporting. We look forward to additional discussions as we approach our commitment to a rolling STIP, with the 2026–2029 STIP entering into a public comment period in September 2025.

The STIP is available publicly here: <https://dot.alaska.gov/stwdplng/cip/stip/>

Match Projections and Project Adjustments

While DOT&PF continues to make strong progress, full execution of the program has not been without challenges. As noted in our June 17, 2025 letter, the match funding available for FFY 2026 is lower than originally anticipated. To maintain fiscal constraint and comply with federal requirements, we have adjusted project schedules in both FFY 2026 and FFY 2027. These adjustments, along with other program-level impacts, resulted in changes to funding schedules between the public notice and final approval of STIP Amendment #2.

These changes are detailed in Attachment #4 and can also be reviewed online by following the links to our STIP interactive dashboard, and reviewing the STIP amendment comparison tool.

Despite delays in project construction timelines, the department remains on track to fully obligate all available federal funds for FFY 2025. Looking ahead to FFY 2026, the department anticipates obligating its full federal apportionment by utilizing existing Advance Construction (AC) balances. These AC balances may be converted to federal obligation authority without requiring immediate state match, providing a critical mechanism to meet apportionment targets amid constrained match availability. Additionally, the department's approved authority to utilize toll credits—earned through the Alaska Marine Highway System (AMHS)—further enhances our ability to obligate federal funds without drawing on state match. However, absent a solution to address the match shortfall, the state will

experience a reduction in executed construction contracts, with delays to numerous planned projects statewide.

Looking Ahead: Optimism and Realism

DOT&PF is directing its staff and project teams to continue advancing design, permitting, and readiness work for projects shifted into FFY26, with the expectation that a legislative solution will allow us to deliver these projects as originally planned. We remain hopeful this issue will be resolved, and we are preparing accordingly to avoid future delays and maintain project momentum.

At the same time, we must acknowledge the evolving financial landscape. Inflation continues to impact project costs across all transportation modes, straining available resources and challenging previous assumptions. Our advance construction balances continue to increase as we try to meet the legislature's expectations for project delivery. In the coming months, DOT&PF will be conducting a detailed analysis to better understand the inflationary effects on our capital program. This work will help inform expectations—for both legislators and Alaska's contracting community—as we chart a responsible, sustainable path forward for project delivery in future years.

Sincerely,



Ryan Anderson, P.E.
Commissioner
Alaska Department of Transportation & Public Facilities
dot.alaska.gov/stip

Attachments:

- Attachment #1 February 3, 2025 Letter to Senator Bjorkman
- Attachment #2 Projects Awarded to Date
- Attachment #3 FHWA/FTA STIP Amendment #2 Approval
- Attachment #4 STIP Amendment #2 Project Adjustments

cc: Andy Mills, Legislative Liaison
Jordan Shilling, Director, Governor's Legislative Office

Attachment #1



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OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

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February 3, 2025

Attachment #1

Honorable Jesse Bjorkman
Alaska Senate
State Capitol Room 427
Juneau AK, 99801

Delivered via e-mail.

Subject: Status Update on the Alaska DOT&PF Construction Program

Senator Bjorkman,

In recent conversations, you've expressed concerns that you've heard about the construction, contractor, and banking sectors in Alaska. We wanted an opportunity to provide you with more background and certainly look forward to presenting further on the focus of the Alaska DOT&PF on delivering a robust and effective surface transportation program.

As the 2025 construction season approaches, the Alaska Department of Transportation & Public Facilities (DOT&PF) acknowledges the concerns raised by industry partners regarding the outlook for transportation construction. Given the critical role of infrastructure investment in Alaska's economy, DOT&PF has actively engaged with the Associated General Contractors of Alaska (AGC) and other stakeholders to ensure transparency, clarity, and predictability in our project planning and execution.

Considering these discussions, we are providing an updated assessment of DOT&PF's construction program for Federal Fiscal Year 2025 (FFY2025). Our objective is to facilitate informed decision-making among stakeholders and maintain the stability of the construction sector through well-planned project delivery.

Data and technical analyses indicate that the 2025 construction program is poised to deliver significant infrastructure improvements across Alaska. Contract awards—a leading indicator of construction activity, are forecast to be higher than in the past three years. While contractor payments—a lagging indicator—are projected to decline this year, this is a natural stabilization following elevated advance construction obligations in prior years. Moreover, additional project delivery metrics, including projected obligations, further validate the program's stability and ability to sustain long-term growth.

While the overall outlook is positive, we recognize that timing of contract awards, and project delivery uncertainty, are challenges that persist. Key issues affecting project delivery include inflationary impacts that have elevated material and labor costs; delays in federal fund distribution affecting the construction window; constraints in procuring Buy America/Build America (BABA)-compliant materials; and protracted right-of-way acquisition processes. It's clear that a primary concern is that projects scheduled for later delivery in the construction season leave insufficient time for meaningful work to be completed on our highways and airports during the upcoming season.

2025 Construction Program Forecast

DOT&PF's construction program is primarily funded through federal programs administered by the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA), and Federal Transit Administration (FTA). To

evaluate the health of our project delivery pipeline, DOT&PF relies on three key metrics. Below, we present data for the past three fiscal years along with FFY2025 projections.

Obligations – Obligations represent the federal funds secured for project execution, covering preconstruction activities, environmental permitting, right-of-way acquisition, direct construction, and administrative costs. This metric reflects the Federal commitment to Alaska's transportation infrastructure.

Contract Awards – Contract awards signify the total value of construction contracts issued to industry partners. DOT&PF publishes the Tentative Advertising Schedule (TAS) to provide industry stakeholders with visibility into projects anticipated for advertisement within the next 12 months. However, the TAS does not comprehensively capture all awarded projects within the fiscal year —most notably, Construction Manager/General Contractor (CMGC) procurements, which may be awarded in prior years. As such, the TAS alone should not be used as a definitive measure for forecasting contract awards.

CMGC procurement methodologies have expanded, after working with AGC in 2021 on HB 160 to codify CMGC in law, to better manage risks, improve project outcomes, and enhance public infrastructure delivery. CMGC projects do not appear on the TAS, as contractors are selected early in the design phase and transition to construction following cost negotiations. If cost negotiations are successful, the construction contract is awarded at that time. Notable CMGC project awards for 2025 will total close to \$200 million and include:

- Parks Highway Milepost 319-325 Reconstruction
- Cape Blossom Road [Final Construction] (Kotzebue)
- Richardson Highway Milepost 346 Flood Control Bridges
- Wolf Point Slope Stability Improvements (Ketchikan)

In addition, the Cooper Landing Bypass (Sterling Highway Milepost 45-60) CMGC project, awarded in 2024, will be constructing the Juneau Creek Bridge this summer, as well as performing additional archeological work required in advance of remaining road work.

Contractor Payments – Contractor payments represent the actual financial disbursements to construction firms based on work completed. This metric provides insight into project execution efficiency, reflecting the pace at which obligations translate into tangible infrastructure improvements.

Each of these metrics provides a distinct analytical perspective on program funding, contract issuance, and construction execution. Collectively, they inform strategic oversight to ensure infrastructure investments are timely and effectively implemented.

Project Delivery Fiscal Year Trends and FFY2025 Projections

Fiscal Year	Contract Awards (\$m)	Contractor Payments (\$m)	FHWA Obligations (\$m)	FAA Obligations (\$m)	Disc. Grant Obligations (\$m)
FFY2022	\$815.2	\$894.4	\$812.2	\$256.0	
FFY2023	\$736.7	\$1,022.0	\$792.8	\$229.3	
FFY2024	\$630.6	\$1,144.7	\$662.8	\$244.8	
FFY2025 Projected*	\$935.0	\$885.7	\$900.0+ **	\$235.8	\$564.9M

* All projected values are contingent on federal appropriations and may be adjusted based on Congressional funding decisions, particularly while operating under a Continuing Resolution (CR), which may affect the timing and distribution of federal allocations. Projected numbers are also contingent on project delivery timelines.

** Obligation totals include August Redistribution, with preliminary estimates exceeding \$120 million for FFY2025. Advance Construction (AC) agreements, an essential financial tool allowing project acceleration, are not considered obligations. However, repayment of AC does constitute an obligation, thereby impacting fiscal projections.

All projects scheduled for construction in 2025 are included in the approved Statewide Transportation Improvement Program (STIP) Amendment #1. The STIP Team is finalizing Amendment #2 to address any outstanding administrative corrective actions and to update the program based on actual FFY2024 project delivery outcomes, as

well as changes to project scope, schedule, and budget. This also includes ensuring the STIP is positioned to accommodate potential August Redistribution opportunities. DOT&PF continues to coordinate closely with both FHWA and FTA on this draft document, and no project delays are anticipated because of this process.

What Are We Doing to Address Contractors Concerns?

We acknowledge that contract award timing and project delivery uncertainty are key challenges. Here is how we are addressing them.

Inflationary Impacts on Construction Costs – Rising material and labor costs have outpaced revenue growth, limiting project funding and reducing the number of projects we can implement. To address this, we are actively working to sequence larger projects into smaller, more manageable stages, creating more opportunities for Alaska-based contractors to participate competitively.

Timing of Federal Fund Distribution – Delays in FHWA and FAA grant releases, particularly during the latter half of FFY2024, affected project schedules, compressing the construction window for Alaska's seasonal environment. Many projects are scheduled for obligation and advertisement later in the fiscal year due to the way federal funding is distributed. For this year, we are working to leverage financial tools such as advanced construction and accrued unbilled, allowing projects to move forward without waiting on federal funding release schedules.

Buy America/Build America (BABA) Compliance – Supply chain constraints on BABA-compliant utility materials are delaying procurement, project execution, and critical infrastructure improvements. We are working closely with utility companies and local governments to find ways to move projects forward considering the challenges. We are also working directly with AGC Steering Committees on overall contractor challenges with the BABA rules.

Right-of-Way Acquisition Delays – Prolonged federal land acquisition processes have further constrained project timelines. Right-of-way acquisition is also contributing to project delays, particularly when securing easements on federal lands. We are taking steps to communicate directly with Federal agency leadership regarding the challenges and asking for direct involvement.

To address the overall concerns with contract award timing, DOT&PF is increasing 2025 project delivery resources by securing additional contractor support and realigning internal staffing priorities to address current project needs. This also includes a focus on collaborative partnerships with industry stakeholders, utilities, and regulatory agencies to resolve critical issues such as Buy America/Build America (BABA) compliance and delays in federal right-of-way acquisition. Our goal is to accelerate essential programmatic projects—such as preventative maintenance and highway paving—to drive critical improvements even as larger projects contend with funding and permitting complexities.

Modernizing Project Delivery and Forecasting Tools

DOT&PF has also undertaken significant modernization efforts to improve project transparency, streamline execution, and enhance predictability for the construction industry, in close coordination with our industry partners. Over the past two years, the Department has integrated advanced digital tools to provide real-time visibility into project progress, funding allocations, and contractor workload forecasting. Key improvements include:

DOT&PF Capital Project Dashboard¹ – Integrates Geographic Information Systems (GIS) based platforms including the Alaska Project Exchange Dashboard (APEX), Traveler 511 Information (511.Alaska.Gov), and the FFY2024-2027 STIP to enhance public and industry access to real-time project data.

Enhanced Tentative Advertising Schedule (TAS)² – The TAS has been refined to strengthen project advertisement strategies and improve contractor workload planning. The system includes a project advertisement dashboard that tracks changes to advertising dates, and provides key metrics. There are also enhanced abilities to download data files for use in project forecasting.

Project Delivery Plan (PDP) – The PDP guides infrastructure project management across airports, highways, ferries, terminals, facilities, and emergency projects. The PDP ensures that modifications to scope, schedule, and budget are systematically documented and managed. Additionally, the PDP centralizes key project data, including demographic information, contract awards, project dates, cost estimates, asset condition, revenue forecasts, change logs, project

¹ <https://stip-akdot.hub.arcgis.com/> ² <https://airtable.com/apptmc5NgoDOBw55x/shr5XLKh4MbVQ7sTm>

needs lists, and bridge inventory data. This integration optimizes project tracking, facilitates data-driven decision-making, and strengthens fiscal oversight.

Modernized Statewide Transportation Improvement Program (STIP) – The FFY2024-2027 STIP development process and platform has been revamped to ensure project delivery aligns with fiscal constraints and infrastructure priorities. The integration of the PDP ensures that STIP programs accurately reflect project readiness, optimizing scheduling and resource allocation. Year of Expenditure (YOE) cost estimates have been incorporated to improve budget forecasting accuracy, allowing for better long-term financial planning. DOT&PF has also integrated industry-standard project delivery tools to streamline project tracking and execution, improving efficiency and oversight throughout the program lifecycle.

Dedicated Agile Project Management Office (PMO) – Recognizing the complexity of delivering federally funded infrastructure projects, DOT&PF is implementing a Project Management Office to establish sound and consistent project management practices statewide. This office will focus on agile project delivery methods, which include iterative processes and continuous feedback loops, to facilitate the progression of project phases. Our goal is to foster a culture of open communication and teamwork, to break down silos between departments, contractors, and stakeholders. We are developing performance benchmarking and recognize the need to include assessing contractor capacity to maintain a competitive and sustainable construction market.

Looking Ahead

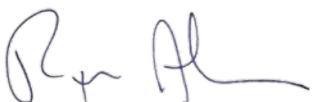
DOT&PF remains committed to delivering a robust and efficient transportation construction program that underpins Alaska's critical infrastructure, bolsters our economy, and supports our workforce. By relying on objective data, accurate statistics, and a proactive risk management strategy, we are well-positioned to navigate the inherent challenges in project delivery and ensure the successful execution of the 2025 construction season.

Managing our federal program—exceeding \$1 billion annually and involving collaboration with multiple federal agencies, complex permitting processes, and a myriad of regulatory requirements to address our state's diverse needs—is a formidable endeavor. It is therefore unsurprising that topics such as August Redistribution and Advance Construction command significant attention from stakeholders seeking a deeper understanding of these processes. We are grateful for leadership that not only comprehends these intricate concepts but also dedicates itself to communicating them clearly to the public, particularly to those who do not operate within this federal framework. We will continue to collaborate regularly with our industry partners such as AGC and ACEC, both locally and nationally, to gather input and enhance processes and outcomes.

DOT&PF remains dedicated to ensuring that every Alaskan benefits from the federal funds for which we maintain rigorous stewardship and oversight. Our dedicated team of over 3,000 individuals in permanent full-time, part-time, and non-permanent roles across 83 locations statewide work tirelessly to *keep Alaska moving*. We recognize that success hinges on our ability to work together and pull in the same direction. Our unwavering commitment to collaborative progress will continue to drive our efforts as we build a stronger, more resilient transportation infrastructure for Alaska.

For any further inquiries, please do not hesitate to contact my office.

Sincerely,



Ryan Anderson, P. E.
Commissioner
Alaska Department of Transportation & Public Facilities

Attachment: Tentative Advertise Schedule Projects

Cc: Alicia Amberg, Executive Director, AGC of Alaska
D. Michael Rabe, PE, President, ACEC of Alaska

ANTICIPATED ADVERTISE

PROJECT ID	DATE (AS OF JAN 28, 2025)	PROJECT NAME
NFHwy00630	Feb-25	Ruby Slough Road Rehabilitation
25RC013601	Feb-25	Alaska Office Building Plumbing and Restroom Renovation
CSAPT00931	Feb-25	ANC ACCESS GATE AND HEADBOLT OUTLET INSTALLATION
CSAPT01150B	Feb-25	ANC Old AFM Gate Rebid
CFAPT01192	Feb-25	ANC RON 12-14 Rehabilitation
CSAPT01267	Feb-25	ANC Runway 7R Concrete Joint Repairs
CPFAC00945	Feb-25	ATWOOD PRESSURIZATION STUDY
NFHwy00764	Feb-25	Dalton Highway MP 245-274 Resurfacing
SFHWY00440	Feb-25	HNS HIGHWAY MPT1-9- DEC 20 SE PR
CFAPT00882	Feb-25	LHD AIRCRAFT AND LAKESHORE DRIVE REHABILITATION
CDRER01160	Feb-25	PETERS CREEK BRIDGE (1367) EMERGENCY REPAIRS
NFHwy00139	Feb-25	Yankovich-Miller Hill Road Reconstruction and Multi-Use Path
CSAPT01183	Mar-25	ANC South Terminal Parking Area Improvements
CFAPT01002	Mar-25	ANC TAXILANE E & M IMPROVEMENTS
CFAPT01278	Mar-25	ANC TAXILANE V GATE RECONSTRUCTION
CFAPT00992	Mar-25	ANC TAXIWAY K TUG ROAD IMPROVEMENTS
CFAPT01136	Mar-25	ANC WEST PERIMETER ROAD
NFHwy00570	Mar-25	Chena Ridge Road and Chena Pump Road Resurfacing
SFHWY00326	Mar-25	COLD BAY TROUT CREEK CULVERTS WFL
NFHwy00835	Mar-25	Fairbanks Bike Lane Striping and Signing (TAP)
CFHWY00928	Mar-25	HOPE HWY MP 7.9 & MP 12.9 PIPE REPLACEMENTS
NFHwy00699	Mar-25	HSIP: CHENA SMALL TRACTS ROUNDABOUT
CFHWY00829	Mar-25	HSIP: PALMER-FISHHOOK RD & TRUNK RD ROUNDABOUT
CFHWY00253	Mar-25	KENAI SPUR RD REHAB: SPORTS LAKE RD TO SWIRES RD PH 2
CFHWY00622	Mar-25	WASILLA FISHHOOK RD: E SELDON RD TO TEX-AL DR PAVEMENT PRESERVATION
CSAPT01196	Apr-25	ANC C Concourse Plaza Renovation
CFHWY00601	Apr-25	ANCHOR POINT ROAD MP 0-1.3 PAVEMENT PRESERVATION
CFHWY00286	Apr-25	DEARMOUN RD: E 140TH AVE - HILLSIDE DR PAVEMENT PRESERVATION
NFHwy00913	Apr-25	FAST AREA SURFACE UPGRADES FFY2025
NFHwy00719	Apr-25	Glenn Highway MP 143-154 Resurfacing
SFAPT00558	Apr-25	KDK ADQ AIRPORT TAXIWAYS C AND D RECNSTN
NFAPT00600	Apr-25	Kotzebue Airport Crosswind Runway Improvements
NFHwy00505	Apr-25	Northern Region ADA Improvements - Nome: Steadman Street
NFHwy00218	Apr-25	Richardson Highway MP 82-115 Resurfacing (Const MP 97-106.5)
Z620030000	Apr-25	Seppala Drive Upgrade
SFHWY00312	Apr-25	SIT SEAWALK PHASE II WFLHD RASPS
Z580270000	Apr-25	WHITTIER TUNNEL BACKUP GENERATORS
CRMBS00831	May-25	ANC ATCT REPLACEMENT PARKING
CPFAC00893	May-25	ATWOOD BUILDING ELECTRICAL PANEL UPGRADES
NFHwy00984	May-25	COPPER RIVER HIGHWAY MP 2.4 DRAINAGE IMPROVEMENTS
CFHWY00260	May-25	CTF ALTERNATE ENTRANCE ALIGNMENT (WFL)
NFHwy00592	May-25	HSIP: City of Fairbanks Systemic Signal Upgrades
NFHwy00531	May-25	HSIP: Northern Region Systemic Signal Upgrades
SFHWY00514	May-25	KDK AREAWIDE ROCKFALL TREATMENT PRESERVATION
SFHWY00591	May-25	KTN N.Tongass HWY Resurface: A/P F.T. To Ward Creek Bridge Stage 2
CFHWY01210	May-25	STERLING HWY: MP 157-169 RECON - PHASE I
CFHWY00906	Jun-25	BIG LAKE RD: MP 0-3.6 AND CHURCH RD PAVEMENT PRESERVATION
NFAPT00604	Jun-25	Buckland Airport Improvements
NFHwy00947	Jun-25	DALTON HWY MP 247-289 AND MP 305-362 DELINEATOR RPLMT (HSIP)
NFAPT00249	Jun-25	Deering Airport Improvements
SFHWY00446	Jun-25	HNS HWY / LUTAK ROAD - DEC 20 SE PR
SDRER00445	Jun-25	HNS ROADWAY & CULVERTS 189485 - DEC 20 SE PR
CFHWY00392	Jun-25	Hollywood Rd. : Vine Rd. to Big Lake Rd. Pavement Preservation
SFHWY00481	Jun-25	JNU GLACIER HWY. CHIP SEAL - INDUSTRIAL TO ROUNDABOUT
SFHWY00438	Jun-25	JNU ROADWAYS AND CULVERTS - DEC 20 SE PR
CFHWY00602	Jun-25	KACHEMAK DRIVE MP 0-3.5 PAVEMENT PRESERVATION
SFAPT00361	Jun-25	KOKHANOK AIRPORT RESURFACING AND FENCING
CFHWY00850	Jun-25	SEWARD HWY MP 90-99 PAVEMENT PRESERVATION
SFHWY00103	Jun-25	SIT HALIBUT POINT RD & PETERSON AVE INTERSECTION SAFETY IMPR

CSHWY01251	Jun-25	STERLING HWY AND KALIFORNSKY BEACH RD INTERSECTION FLASHING
SFAPT00178	Jun-25	UNALASKA TAXIWAY AND APRON REHABILITATION
25RC013613	Jul-25	7 Mile Asbestos Mitigation and HVAC Upgrades
CSAPT01228	Jul-25	ANC PFAS Remediation
CFHWY00394	Jul-25	GLENN HIGHWAY MILEPOST 66.5 TO 92 PAVEMENT PRESERVATION
SDRER00436	Jul-25	HNS ANADROMOUS CULVERTS 189479 - DEC 20 SE PR
NFHwy00737	Jul-25	ODIAK SLOUGH CULVERT REPLACEMENT
NFHwy00712	Jul-25	Pearl Creek Elementary School Access Improvements and Plug-ins (CMAQ)
CFHWY00857	Jul-25	STERLING HWY: MP 169 TO 175 PAVEMENT PRESERVATION
CFAPT00805	Jul-25	TAKOTNA AIRPORT REHABILITATION
CFHWY00672	Jul-25	VICTORY ROAD PAVEMENT PRESERVATION
SAMHS00419	Aug-25	AUKE BAY EAST BERTH TERMINAL IMPROVEMENTS
NFAPT00890	Aug-25	FIA Terminal North Apron Improvements
CFHWY00944	Aug-25	HSIP: ANCHORAGE FLASHING YLW ARROW & SIGNAL HEAD DISPLAY IMP
CFHWY01073	Aug-25	HSIP: TUDOR RD: BAXTER RD TO PATTERSON ST CHANNELIZATION
SFHWY00403	Aug-25	JNU LOOP RD-VALLEY BLVD INTERSECTION SAFETY IMP HSIP
SFHWY00532	Aug-25	JNU MENDENHLL LOOP RESRFCE: VALLEY-FLYD DRYDN & FLYD-STPHN
CFHWY00405	Aug-25	PALMER-FISHHOOK ROAD MILEPOSTS 7-17
Z600770000	Aug-25	WASILLA-FISHHOOK - MAIN STREET REHABILITATION
SFHWY00524	Sep-25	HSIP: JNU VANDERBILT CONTINUOUS GREEN T
CFHWY00852	Sep-25	KENAI SPUR HIGHWAY MP 29-38 PAVEMENT PRESERVATION
CFHWY00947	Sep-25	SEWARD HIGHWAY MP 14 RAILROAD CROSSING RECONSTRUCTION
CFHWY00586	Oct-25	AMATS: DOWNTOWN TRAIL CONNECTION
NFHwy00860	Oct-25	FAIRVIEW LOOP ROAD REHABILITATION AND PATHWAY - STAGE I
CFHWY01033	Oct-25	GLENN HWY INCIDENT MANAGEMENT TRAFFIC ACCOMMODATIONS
CFHWY00790	Oct-25	HSIP: WASILLA-FISHHOOK AND SPRUCE AVE/PECK RD ROUNDABOUT
NFHwy00612	Oct-25	UNIVERSITY AVENUE SOUTH BICYCLE/PEDESTRIAN FACILITY (CMAQ)

Attachment #2

Attachment #2

Construction Contract Award Information by Contractor

Letter of Award Date Period: 10/1/2024 Through 6/30/2025

Region: All

Award Date	Contract ID	Region	Contract Name	Bid Opening Date	# Days from Bid Opening to Contract Award	# Bids Received	Engineer's Est	Award Amt
AHTNA CONSTRUCTION & PRIMARY PRODUCTS COMPANY LLC								
10/14/2024	HSHWY00018	Northern Region	Glenn/Richardson Highway Right of Way Reconciliation	09/10/2024	34	3	\$436,775.00	\$638,130.00
AHTNA CONSTRUCTION & PRIMARY PRODUCTS COMPANY LLC Total:								\$638,130.00
ALASKA COMMERCIAL DIVERS INC								
10/01/2024	SFHWY00627	Southcoast Region	AMHS FFY25-26 Shoreside Facilities Condition Survey	12/20/2024	-80	1	\$13,976.00	\$13,976.00
ALASKA COMMERCIAL DIVERS INC Total:								\$13,976.00
ARCTIC SLOPE REGIONAL CORPORATION								
10/10/2024	RSA1039366	Northern Region	AOGCC Orphan Well Plugging and Remediation Program - Stage 1 Southcentral Wells	08/21/2024	50	2	\$1,309,600.00	\$1,309,600.00
ARCTIC SLOPE REGIONAL CORPORATION Total:								\$1,309,600.00
ASRC EARTHWORKS LLC								
02/07/2025	CFHWY00732	Central Region	AMATS: VFW ROAD: EAGLE RIVER LOOP TO EAGLE RIVER ROAD PAVEMENT PRESERVATION	01/10/2025	28	6	\$4,110,297.50	\$3,663,071.20
03/06/2025	CFHWY01083	Central Region	Parks Highway Phase I - Culvert Replacement	02/12/2025	22	8	\$9,620,989.00	\$7,303,209.00
ASRC EARTHWORKS LLC Total:								\$10,966,280.20
B & B ELECTRIC INC								
11/26/2024	NFHWY00904	Northern Region	Northern Region and City of Fairbanks Systemic Signal Upgrades - Stage 1 (HSIP)	10/08/2024	49	3	\$5,109,393.00	\$5,176,571.00
12/29/2024	NRMOFBX1216 24	Northern Region	South Cushman St./Van Horn Rd. Signal Repair	12/27/2024	2	2	\$24,500.00	\$22,366.00
05/28/2025	NR-MO-EIR01	Northern Region	Northern Region Electrical Infrastructure Repairs	05/06/2025	22	1	\$521,000.00	\$458,725.00
B & B ELECTRIC INC Total:								\$5,657,662.00
BARROW MECHANICAL INC								

Award Date	Contract ID	Region	Contract Name	Bid Opening Date	# Days from Bid Opening to Contract Award	# Bids Received	Engineer's Est	Award Amt
BARROW MECHANICAL INC								
11/14/2024	25-25-016-C	Northern Region	Barrow Airport ARFF Water Line Relocation	11/13/2024	1	1	\$24,737.15	\$24,737.15
							BARROW MECHANICAL INC Total:	\$24,737.15
BRICE INCORPORATED								
10/14/2024	25C1032613	Northern Region	Land Development for Nenana-Totchaket	09/30/2024	14	2	\$2,682,965.38	\$2,711,257.28
02/28/2025	CFHWY00129-A	Central Region	TAKOTNA RIVER BRIDGE REPLACEMENT - REBID and TAKOTNA: GOLD CR BRIDGE & TATALINA BRIDGE REPLACEMENT - REBID	01/31/2025	28	5	\$36,128,428.25	\$33,974,532.50
							BRICE INCORPORATED Total:	\$36,685,789.78
BRICK & BIRCH HOMES LLC								
04/22/2025	CSAPT01267	Central Region	ANC Runway 7R Concrete Joint Repairs	03/26/2025	27	5	\$954,326.00	\$608,789.25
							BRICK & BIRCH HOMES LLC Total:	\$608,789.25
CENTRAL ENVIRONMENTAL INC								
10/05/2024	NSHWY01007	Northern Region	Steeese Expwy / Gaffney Road Refuse Removal and Tree Clearing	10/04/2024	1	1	\$97,216.00	\$95,000.00
10/16/2024	CSAPT01152	Central Region	ANC Firing Range Maintenance	10/02/2024	14	1	\$318,280.00	\$325,721.75
11/14/2024	CDRER01285	Central Region	Anchorage Area Refuse Removal and Tree Clearing	10/29/2024	16	1	\$250,000.00	\$250,000.00
06/05/2025	CSHWY01349	Central Region	Anchorage 2025 Right of Way Camp Abatement and Cleanup	05/16/2025	20	1	\$100,000.00	\$100,000.00
							CENTRAL ENVIRONMENTAL INC Total:	\$770,721.75
CLARK MANAGEMENT INC								
10/29/2024	CFAPT01021	Central Region	Chenega Bay Airport Lighting Improvements	09/11/2024	48	5	\$1,683,870.00	\$2,097,940.00
							CLARK MANAGEMENT INC Total:	\$2,097,940.00
COLASKA INC								
10/03/2024	SFHWY00432C MGC_B	Southcoast Region	KTN WOLFE POINT SLOPE STABILITY IMPROVEMENTS CMGC	08/12/2024	52	2	\$4,303,537.00	\$5,504,120.55
10/04/2024	SFHWY00414	Southcoast Region	JNU Waydelich Creek: Upper & Lower Wall Repairs	07/25/2024	71	1	\$856,066.00	\$1,837,834.00
10/22/2024	CFAPT00881	Central Region	ANC North Terminal Northside Aprons and Taxilane Reconstruction, ANC Terminal Water Main Improvements	09/04/2024	48	4	\$28,164,305.00	\$29,350,750.00

Award Date	Contract ID	Region	Contract Name	Bid Opening Date	# Days from Bid Opening to Contract Award	# Bids Received	Engineer's Est	Award Amt
COLASKA INC								
10/25/2024	Z680850000	Southcoast Region	SGY STATE STREET PAVEMENT REHABILITATION	04/23/2024	185	1	\$21,214,035.00	\$26,985,160.00
11/22/2024	SFHWY00359	Southcoast Region	JNU BRIDGET COVE CREEK CULVERT REPLACEMENT	10/01/2024	52	3	\$1,002,519.20	\$1,279,707.00
11/22/2024	CDRER01298	Central Region	Homer Spit Emergency Repairs	11/18/2024	4	1	\$2,100,000.00	\$2,100,000.00
02/12/2025	SFHWY00536	Southcoast Region	KTN N. Tongass Hwy Resurface: A/P F.T. to Ward Creek Bridge Stage 1	01/16/2025	27	1	\$6,134,254.80	\$5,950,015.00
03/04/2025	Z686060000	Southcoast Region	HNS HWY RECONSTRUCTION MILEPOST 20-25.0	11/21/2024	103	2	\$49,418,165.50	\$54,466,763.50
03/07/2025	SFHWY00186_A	Southcoast Region	HSIP KTN STEDMAN & DEERMOUNT ST INTERSECTION SAFETY IMP	11/19/2024	108	1	\$635,109.60	\$1,094,742.00
04/04/2025	SPC25252-005	Central Region	Seal Coat Driveway at 6351 O'Malley Road	12/13/2024	112	1	\$8,267.84	\$7,500.00
04/08/2025	CFAPT00882	Central Region	LHD Aircraft & Lakeshore Drive Rehabilitation	03/21/2025	18	6	\$2,841,557.00	\$2,073,368.00
04/25/2025	NFHwy00835	Northern Region	Fairbanks Bike Lane Striping and Signing (TAP)	03/18/2025	38	2	\$417,779.20	\$459,939.00
05/08/2025	MO-SM25-PR01	Northern Region	Eielson Farm Road Surface Maintenance	04/15/2025	23	2	\$96,590.00	\$93,779.00
05/09/2025	CFAPT01002	Central Region	ANC Taxilane E and M Improvements	04/18/2025	21	4	\$42,270,758.50	\$35,908,509.00
05/13/2025	CFAPT01136	Central Region	ANC West Perimeter Road	04/25/2025	18	6	\$1,440,130.00	\$1,116,005.00
05/14/2025	CFHWY00829	Central Region	HSIP: Palmer-Fishhook Rd and Trunk Rd Roundabout	04/25/2025	19	8	\$3,874,193.00	\$3,519,692.00
								COLASKA INC Total: \$171,747,884.05
CONSOLIDATED CONTRACTING-ENGINEERING LLC								
10/14/2024	ANC-JOCC-2024-013	Central Region	TSAIA JOCC 2024 ANC Departures Public Curbside Restriping for ADA Compliance	10/14/2024	0	1	\$40,000.00	\$29,962.00
10/14/2024	ANC-JOCC-2024-003	Central Region	TSAIA JOCC 2024 ANC ST C Concourse Door & Framing	10/14/2024	0	1	\$70,000.00	\$27,796.00
10/14/2024	ANC-JOCC-2024-008	Central Region	TSAIA JOCC 2024 ST Flight Information Display System (FIDS) Replacement	10/14/2024	0	1	\$92,100.00	\$67,567.00
10/16/2024	ANC-JOCC-2024-009	Central Region	TSAIA JOCC 2024 C3820 Staff Relocation	10/14/2024	2	1	\$155,400.00	\$59,451.00
10/23/2024	ANC-JOCC-2024-012	Central Region	TSAIA JOCC 2024 FDA Compliance	10/23/2024	0	1	\$5,700.00	\$5,331.00
10/28/2024	ANC-JOCC-2024-011	Central Region	TSAIA JOCC 2024 ARFF SB115 Starlink	10/25/2024	3	1	\$12,000.00	\$4,959.00

Award Date	Contract ID	Region	Contract Name	Bid Opening Date	# Days from Bid Opening to Contract Award	# Bids Received	Engineer's Est	Award Amt
CONSOLIDATED CONTRACTING-ENGINEERING LLC								
10/28/2024	ANC-JOCC-2024-014	Central Region	TSAIA JOCC 2024 4th Floor Power and Data Phase 2	10/25/2024	3	1	\$60,000.00	\$27,441.00
10/29/2024	ANC-JOCC-2024-010	Central Region	TSAIA JOCC 2024 NA208 Lake Hood Staff Relocation	10/29/2024	0	1	\$115,300.00	\$84,242.00
11/06/2024	ANC-JOCC-2024-015	Central Region	TSAIA JOCC 2024 Parking Garage PG111 Stairwell Enclosures	11/06/2024	0	1	\$31,000.00	\$20,429.00
01/17/2025	ANC-JOCC-2024-019	Central Region	TSAIA JOCC 2024 Welcome Screen Relocation	01/17/2025	0	1	\$9,500.00	\$6,020.00
02/03/2025	ANC-JOCC-2024-018	Central Region	TSAIA JOCC 2024 ST100 ELEVATOR FLOORING REPLACEMENT	01/31/2025	3	1	\$46,500.00	\$31,753.00
05/10/2025	ANC-JOCC-2024-005a	Central Region	TSAIA JOCC 2024 B & C Concourse Bagwell Light Improvements	05/09/2025	1	1	\$523,100.00	\$289,932.00
06/23/2025	ANC-JOCC-2024-016	Central Region	TSAIA JOCC 2024 TO-16 Exterior Building Repairs	06/23/2025	0	1	\$49,500.00	\$16,742.00
06/26/2025	ANC-JOCC-2024-017	Central Region	TSAIA JOCC 2024 TO-17 ANC Fire Training Facility Priority II Repairs	06/25/2025	1	1	\$11,000.00	\$36,168.00
06/30/2025	ANC-JOCC-2024-023	Central Region	TSAIA JOCC 2024 TO-23 ANC C Concourse Deflection Investigation	06/27/2025	3	1	\$33,000.00	\$7,279.00
CONSOLIDATED CONTRACTING-ENGINEERING LLC Total:								\$715,072.00
CRUZ CONSTRUCTION INC								
01/07/2025	NDRER01020	Northern Region	Shishmaref West Coast Storm Emergency Repairs October 2024	12/20/2024	18	1	\$892,115.43	\$897,115.43
05/28/2025	NFHwy00764	Northern Region	Dalton Highway MP 245-274 Resurfacing	04/15/2025	43	8	\$14,501,877.00	\$14,937,799.00
06/25/2025	NFAPT00604	Northern Region	Buckland Airport Improvements	05/15/2025	41	5	\$16,021,249.32	\$12,303,761.00
CRUZ CONSTRUCTION INC Total:								\$28,138,675.43
DAWSON CONSTRUCTION LLC								
11/04/2024	SFHWY00278_2	Southcoast Region	HNH Harbor Way Pedestrian Improvements & Pitt Island Cemetery Walkway	10/11/2024	24	2	\$7,213,483.00	\$6,786,909.00
12/09/2024	SFHWY00070	Southcoast Region	KTN SAYLES/GORGE ST VIADUCT (#1841) IMPRVMT	11/07/2024	32	2	\$5,329,985.00	\$5,086,356.00
03/05/2025	SPFAC00540	Central Region	Juneau Second St & Gold St Parking Garage Repairs	11/13/2024	112	1	\$1,242,196.00	\$1,435,771.00
DAWSON CONSTRUCTION LLC Total:								\$13,309,036.00
DRAKE CONSTRUCTION INC								

Award Date	Contract ID	Region	Contract Name	Bid Opening Date	# Days from Bid Opening to Contract Award	# Bids Received	Engineer's Est	Award Amt
DRAKE CONSTRUCTION INC								
12/24/2024	NDRER01018	Northern Region	Kotzebue Airport West Coast Storm Emergency Repairs October 2024	11/15/2024	39	1	\$90,446.38	\$90,446.38
DRAKE CONSTRUCTION INC Total:							\$90,446.38	
F&W CONSTRUCTION COMPANY INC								
10/23/2024	Z618600000	Central Region	Valdez Airport Snow Removal Equipment and Deicing Materials Storage Building	08/30/2024	54	4	\$12,732,500.00	\$12,951,576.00
F&W CONSTRUCTION COMPANY INC Total:							\$12,951,576.00	
FULLFORD ELECTRIC INC								
01/30/2025	CFHWY00883	Central Region	HSIP: CHURCH RD AND SPRUCE AVE INTERSECTION FLASHING BEACON	12/04/2024	57	3	\$378,570.00	\$293,969.00
FULLFORD ELECTRIC INC Total:							\$293,969.00	
GLACIER CONSTRUCTION INC								
11/26/2024	SDRER00649	Southcoast Region	HNS Hwy MP23 & Lutak Rockfall/Slides 10/12/24	12/16/2024	-20	1	\$65,000.00	\$65,000.00
GLACIER CONSTRUCTION INC Total:							\$65,000.00	
GRANITE CONSTRUCTION COMPANY								
10/28/2024	CFHWY00723	Central Region	BOGARD RD PAV PRESERVATION: TRUNK RD TO WASILLA-FISHHOOK RD	10/11/2024	17	5	\$14,644,713.00	\$11,392,654.00
02/07/2025	NFHwy0129A	Northern Region	Whitshed Road and Pedestrian Improvements Cordova Rose Lodge Demolition	01/21/2025	17	2	\$850,000.00	\$655,525.00
03/14/2025	CFAPT01192	Central Region	ANC RON 12-14 Rehabilitation	02/26/2025	16	4	\$3,017,845.00	\$2,044,493.30
04/10/2025	NFHwy00903	Northern Region	Parks Highway MP 319-322 Reconstruction	02/14/2025	55	2	\$51,113,225.20	\$53,501,447.00
04/15/2025	SPC25252-008	Central Region	ANC Manhole ES8 Emergency Repair	04/10/2025	5	2	\$30,000.00	\$32,500.00
06/02/2025	NFHwy01041	Northern Region	Richardson Highway MP 0-7 Repaving	05/06/2025	27	5	\$11,448,304.00	\$5,372,085.00
06/06/2025	CFHWY00622	Central Region	WASILLA FISHHOOK RD: E SELDON RD TO TEX-AL DR PAVEMENT PRESERVATION	05/09/2025	28	4	\$7,752,673.50	\$4,896,683.00
06/09/2025	CSAPT01183	Central Region	ANC South Terminal Employee Parking Area Improvements	05/21/2025	19	3	\$930,116.00	\$787,462.00
GRANITE CONSTRUCTION COMPANY Total:							\$78,682,849.30	
GREAT NORTHWEST INC								

Award Date	Contract ID	Region	Contract Name	Bid Opening Date	# Days from Bid Opening to Contract Award	# Bids Received	Engineer's Est	Award Amt
GREAT NORTHWEST INC								
02/06/2025	NFHwy00883	Northern Region	Cowles Street Reconstruction - Airport Way to East Cowles	01/16/2025	21	5	\$4,315,400.00	\$4,214,300.00
05/22/2025	NFHwy00218	Northern Region	Richardson Highway MP 82-115 Resurfacing (Const MP 97-106.5)	04/24/2025	28	4	\$16,314,773.00	\$11,301,406.00
05/22/2025	NFHwy00719	Northern Region	Glenn Highway MP 143-154 Resurfacing	04/22/2025	30	5	\$1,962,355.00	\$1,484,300.00
06/25/2025	NFHwy00139	Northern Region	Yankovich-Miller Hill Road Reconstruction and Multi-Use Path	06/12/2025	13	4	\$5,050,728.00	\$4,522,162.75
							GREAT NORTHWEST INC Total:	\$21,522,168.75
HAMILTON CONSTRUCTION ALASKA COMPANY								
06/03/2025	NFHwy00782	Northern Region	Richardson Highway Milepost 346 Chena Bridge Replacement	04/03/2025	61	2	\$84,501,592.00	\$89,209,868.00
							HAMILTON CONSTRUCTION ALASKA COMPANY Total:	\$89,209,868.00
HIEX CONSTRUCTION INC								
06/04/2025	SFHWY00440	Southcoast Region	HNS HIGHWAY MPT1-9- DEC 20 SE PR	04/24/2025	41	2	\$499,627.00	\$316,084.40
							HIEX CONSTRUCTION INC Total:	\$316,084.40
highside transportation llc								
05/28/2025	NR-MO-DADTS01	Northern Region	Dalton District Trucking Support	05/08/2025	20	4	\$1,755,000.00	\$1,066,878.00
							highside transportation llc Total:	\$1,066,878.00
Hill's Southeast Services								
01/28/2025	SPC25253-003	Southcoast Region	Riverside Encampment Cleanup	02/12/2025	-15	1	\$22,000.00	\$22,000.00
							Hill's Southeast Services Total:	\$22,000.00
ISLAND CONTRACTORS INC								
10/23/2024	SFAPT00412_A	Southcoast Region	WRG GATE AND SECURITY UPGRADES	08/27/2024	57	2	\$2,374,185.00	\$2,371,881.00
02/12/2025	SPFAC00429	Central Region	Juneau State Office Building North Garage Renovation	01/17/2025	26	2	\$2,477,366.00	\$1,860,000.00
							ISLAND CONTRACTORS INC Total:	\$4,231,881.00
JOLT CONSTRUCTION & TRAFFIC MAINTENANCE INC								
11/07/2024	NFAPT0094A	Northern Region	Northern Region Preservation Maintenance FFY2024	09/10/2024	58	5	\$1,500,000.00	\$1,731,600.00

Award Date	Contract ID	Region	Contract Name	Bid Opening Date	# Days from Bid Opening to Contract Award	# Bids Received	Engineer's Est	Award Amt
JOLT CONSTRUCTION & TRAFFIC MAINTENANCE INC								
11/13/2024	CSHWY01203	Central Region	Seward Highway MP 98.5 - 118 Signage Project	10/30/2024	14	1	\$1,205,545.00	\$1,396,800.00
JOLT CONSTRUCTION & TRAFFIC MAINTENANCE INC Total:								\$3,128,400.00
KNIK CONSTRUCTION CO INC								
01/24/2025	CFAPT00572	Central Region	Nightmute Airport Improvements	11/20/2024	65	4	\$17,778,838.00	\$21,998,535.00
06/25/2025	NFAPT00600	Northern Region	Kotzebue Airport Crosswind Runway Improvements	05/01/2025	55	5	\$17,539,781.00	\$16,334,936.00
KNIK CONSTRUCTION CO INC Total:								\$38,333,471.00
KONRAD KONSITZKE								
01/31/2025	SPC25253-004	Southcoast Region	Kodiak Fence Repair	02/19/2025	-19	1	\$4,500.00	\$4,500.00
KONRAD KONSITZKE Total:								\$4,500.00
Minto Development Corporation								
12/31/2024	24-25-1-011	Central Region	Old Glenn Highway Brush Cutting	10/16/2024	76	4	\$770,000.00	\$541,950.00
Minto Development Corporation Total:								\$541,950.00
NORTHERN POWERLINE CONSTRUCTORS INC								
03/06/2025	25253-006	Southcoast Region	Haines Ferry Terminal Electrical Upgrade REV1	03/03/2025	3	2	\$48,960.00	\$48,960.00
NORTHERN POWERLINE CONSTRUCTORS INC Total:								\$48,960.00
Qayaq Construction LLC								
02/05/2025	CFHWY00946	Central Region	KENAI PENINSULA BRIDGE DECK REHABILITATIONS FY2023	01/08/2025	28	5	\$3,677,568.00	\$3,694,520.00
04/08/2025	NFHWY00630	Northern Region	Ruby Slough Road Rehabilitation	03/11/2025	28	7	\$7,549,442.00	\$5,944,564.79
06/25/2025	NFHWY01042	Northern Region	Dalton Highway Milepost 90-104 Resurfacing	06/05/2025	20	4	\$13,785,899.00	\$5,973,930.40
Qayaq Construction LLC Total:								\$15,613,015.19
R SQUARED CONTRACTING INC								
12/03/2024	25C1041611	Central Region	DNR Palmer Warehouse Mezzanine Design-Build	10/04/2024	60	1	\$485,000.00	\$498,228.00
R SQUARED CONTRACTING INC Total:								\$498,228.00
Rady Concrete Construction LLC								
04/29/2025	SPC25252-007	Central Region	Fairbanks Regional Office Building Loading Dock Replacement	04/23/2025	6	1	\$73,261.00	\$97,630.00

								Rady Concrete Construction LLC Total:	\$97,630.00
ROCK-N-ROAD CONSTRUCTION INC									
10/22/2024	25253007	Southcoast Region	PSG Ferry Terminal Asphalt Removal and Replacement	12/20/2024	-59	1	\$24,355.00	\$24,355.00	
06/04/2025	SDRER00592	Central Region	Petersburg Maintenance Shop Oil Water Separation System	05/14/2025	21	1	\$1,216,000.00	\$1,090,000.00	
ROCK-N-ROAD CONSTRUCTION INC Total:									\$1,114,355.00
ROGER HICKEL CONTRACTING INC									
10/10/2024	PF-JOCC-2020-1-022a	Central Region	Aviation Building Main Conference Room Upgrades	10/09/2024	1	1	\$225,000.00	\$258,119.51	
03/12/2025	CSAPT01277	Central Region	ANC Gates B5 and B7 Passenger Boarding Bridge Replacements Design-Build	01/24/2025	47	2	\$4,150,000.00	\$3,140,000.00	
06/17/2025	CFAPT01281	Central Region	ANC North Terminal Combined Heat & Power Design-Build	02/27/2025	110	4	\$2,550,000.00	\$3,780,000.00	
ROGER HICKEL CONTRACTING INC Total:									\$7,178,119.51
SHAMAN TRAFFIC CONTROL LLC									
04/18/2025	SPC2525-009	Central Region	Seward Hwy MP 14 Railroad Crossing Reconstruction Traffic Control Services	04/14/2025	4	2	\$49,250.00	\$31,800.00	
SHAMAN TRAFFIC CONTROL LLC Total:									\$31,800.00
Spernak & Son LLC									
05/07/2025	CSAPT00931	Central Region	ANC Access Gate & Headbolt Outlet Installation, ANC Old AFM Gate Rebid	04/02/2025	35	3	\$1,091,775.00	\$1,389,965.00	
Spernak & Son LLC Total:									\$1,389,965.00
THUNDER MOUNTAIN DOOR AND WINDOW INC									
10/04/2024	SPC2525-004	Central Region	DOT&PF 7-Mile Shore Maintenance Building Garage Door	10/01/2024	3	1	\$8,000.00	\$8,912.00	
THUNDER MOUNTAIN DOOR AND WINDOW INC Total:									\$8,912.00
TREE AND SEA LLC									
12/12/2024	SFAPT00382	Southcoast Region	GST Airport Obstruction Removal	11/27/2024	15	3	\$150,000.00	\$150,000.00	
TREE AND SEA LLC Total:									\$150,000.00
TUMET INDUSTRIES LLC									
12/23/2024	NDRER01019	Northern Region	Nome Council Highway West Coast Storm Emergency Repairs October 2024	11/15/2024	38	1	\$441,643.80	\$474,680.81	
TUMET INDUSTRIES LLC Total:									\$474,680.81
TUTKA LLC									

Award Date	Contract ID	Region	Contract Name	Bid Opening Date	# Days from Bid Opening to Contract Award	# Bids Received	Engineer's Est	Award Amt
TUTKA LLC								
02/03/2025	CFHWY01084	Central Region	PARKS HIGHWAY PHASE II - RAILROAD CREEK BRIDGE	11/06/2024	89	8	\$11,415,068.00	\$12,407,340.57
TUTKA LLC Total:								\$12,407,340.57
YH CONSTRUCTORS INC								
06/16/2025	CFAPT01278	Central Region	ANC Taxilane V Gate Reconstruction	05/30/2025	17	3	\$991,290.00	\$717,960.60
YH CONSTRUCTORS INC Total:								\$717,960.60
GRAND TOTAL: \$562,876,302.12								

Regional Totals For This Time Period

Central Total: \$209,861,028.68
Northern Total: \$241,006,909.99
Southcoast Total: \$112,008,363.45
Marine Highways Total: \$0.00
Statewide Total: \$0.00

Attachment #3



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 W. 9TH STREET, ROOM 851
P.O. BOX 21648
JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3142
SEATTLE, WASHINGTON 98174

July 14, 2025

Mr. Ryan Anderson, P.E., Commissioner
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
3132 Channel Drive
Juneau, AK 99811

Subject: Federal Actions:

- 1) Approval of Air Quality Conformity Finding for AMATS 2023-2026 Transportation Improvement Program (TIP)
- 2) Approval of 2024-2027 Alaska State Transportation Improvement Program (STIP) Amendment #2 which incorporates the AMATS 2023-2026 TIP Amendment #3 and the FAST Planning 2023-2026 TIP Amendment #1

Dear Mr. Anderson:

On July 1, 2025, we received the Department of Transportation & Public Facilities (DOT&PF) 2024 – 2027 Statewide Transportation Improvement Program (STIP) Amendment #2. Upon review of the STIP submittal, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that pursuant to 23 CFR 450.220(b)(1)(i), the STIP Amendment #2 is Approved.

STIP Amendment #2 also incorporates the Fairbanks Area Surface Transportation (FAST) Planning Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) Amendment #1 and Anchorage Metropolitan Area Transportation Solutions (AMATS) MPO TIP Amendment #3. The FAST Planning MPO TIP Amendment #1 is submitted with the notes from an Interagency Consultation held on

February 28, 2025 where EPA, FHWA, and Alaska Department of Environmental Conservation concluded that the conformity finding made by FTA and FHWA on May 12, 2023 for the FAST Planning TIP Amendment #1 remains valid and does not require a new air quality conformity analysis. The AMATS MPO TIP Amendment #3 is submitted with the Air Quality Conformity Analysis, dated January 22, 2025, and FTA and FHWA determined this satisfies the requirements of 40 CFR 93 and, therefore, a conformity finding is also approved by FHWA and FTA for the AMATS MPO TIP Amendment #3.

FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The Federal Review Team's FPF concludes that the STIP Amendment #2 was developed in accordance with the applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

The FPF provides recommendations to support improvements to the planning and STIP development processes. The FPF also establishes a STIP Working Group of the FTA, FHWA, DOT&PF, AMATS MPO, FAST Planning MPO, and the Mat-Su Valley Planning for Transportation (MVP for Transportation) MPO which will hold monthly coordination meetings, at a minimum, beginning in August 2025.

We appreciate the DOT&PF's engagement to improve the STIP and coordination processes and look forward to the advancement of projects in Alaska.

If you have any questions, please reach out to Emily Haynes at emily.haynes@dot.gov and Danielle Casey at danielle.casey@dot.gov.

Sincerely,

**Renwick L
Warden**

Digitally signed by Renwick L Warden
Date: 2025.07.14 11:45:13 -08'00'

Randy Warden
Division Administrator, Alaska Division
Federal Highway Administration

**SUSAN KAY
FLETCHER**

Digitally signed by
SUSAN KAY FLETCHER
Date: 2025.07.14
12:34:24 -07'00'

Susan Fletcher, P.E.
Regional Administrator, Region 10
Federal Transit Administration

Attachments:

Federal Planning Finding (FPF)

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF
Dom Pannone, Program Management and Administration Director, DOT&PF
Aaron Jongenelen, Transportation Planning Manager/MPO Coordinator, AMATS

Jackson Fox, Executive Director, FAST Planning
Kim Sollien, Executive Director, MVP for Transportation

Alaska

2024-2027 Statewide Transportation Improvement Program

Amendment #2

Federal Planning Finding

Introduction

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the Statewide Transportation Improvement Program (STIP) and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

The Alaska Department of Transportation & Public Facilities (DOT&PF) has made improvements throughout STIP Amendment #2. Based on the Federal involvement in the statewide and metropolitan planning processes, and review of the required documents, the FHWA and FTA has determined that DOT&PF has demonstrated conformance with the requirements of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304. The FHWA and FTA has included Recommendations in this FPF that will continue to help improve the Alaska transportation planning process.

In development of the 2026 – 2030 STIP, FHWA, FTA, Anchorage Metropolitan Area Transportation Solutions (AMATS) MPO, Fairbanks Area Surface Transportation (FAST) Planning MPO, and Mat-Su Valley Planning for Transportation (MVP for Transportation) MPO will establish a STIP Working Group to meet at least monthly to collaboratively draft the STIP. FHWA and FTA will arrange for the first kick-off meeting in August 2025.

Federal Action Definitions

The FPF outlines the Federal planning regulations for which there are findings based on review of the STIP and other required planning processes and activities. Findings act as the official record for what State DOTs and MPOs are doing well, where improvements are needed and where there are compliance issues that must be resolved. For each finding, a Federal action is also documented. These actions are defined as:

- **Corrective Actions:** Items that do not meet statutory and regulatory requirements. Each corrective action requires action by the State and/or MPO.
- **Recommendations:** Items that meet the statutory and regulatory requirements but may represent opportunities to improve the transportation planning processes.

- **Recommendations:** A planning activity that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements or represents a national model for implementation and can be cited as an example for others.

Alaska DOT&PF STIP Amendment #2: Findings and Federal Actions

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

STIP Amendment #1 Findings:

The DOT&PF STIP Amendment #2 provides over 1400 pages of material relevant to the planning, prioritization and selection of projects programmed for Federal funds from Federal Fiscal Year (FFY) 2024 through 2027. A Narrative document provides details relevant to the development and execution of the STIP while the data and programming of projects is documented in four subsequent Volumes.

Project data and information is provided in multiple ways, including numerical order and alphabetical order. The STIP Amendment #2 Online Dashboard provides additional ways to search projects programmed in the STIP. Additionally, the Dashboard includes multiple features to view changes from Amendment #1 to Amendment #2.

It is clear the DOT&PF is interested in transparency and has made significant improvements to consistency in information across the Dashboard and the documentation. The changes were identified within STIP Amendment #2 Volume 3 submitted to FHWA and FTA but there is no publicly available document or tool to see changes between the final Amendment #1 and the Amendment #2 submitted for approval until the STIP Amendment #2 is approved.

The FAST Planning MPO TIP Amendment #1 covers a period of five years, 2023 through 2027. A TIP may only be approved for a period of four years; however, there is no issue – and may, in fact, provide a benefit for public transparency – with including additional years to outline intentions for future programming. The approved FAST Planning MPO TIP Amendment #1 will only cover the period of 2023 through 2026 and the period covering 2027 is considered to be informational.

Corrective Actions:

None.

Recommendations:

- a. We continue to recommend significant simplification of the STIP to ensure requirements are met and to ensure information remains transparent but is easy for the general public to access and use.
- b. To support an expedited review process and make modifications more easily identifiable to all stakeholders, including the general public, any proposed STIP amendment should only include those projects that are being amended along with the fiscal constraint demonstration to support the amendment.

Commendations:

- a. The Amendment #2 Online Dashboard is an effective way to provide an overview of the STIP, project details, geographic region and a simple way to show changes between amendments. The dashboard is intuitive and easy for the general public to access and use.

2. 23 CFR 450.208 Coordination of Planning Process Activities

STIP Amendment #2 Findings:

The DOT&PF held a working session with three MPOs, FHWA, and FTA, to help develop an internal Alaska DOT&PF document that describes collaborative efforts between the DOT&PF and the MPOs in the development and management of the STIP. This document is described as part of the DOT&PF Planning Manual. The DOT&PF and MPOs are working on developing this finalized 3C process. At the June DOT&PF/MPO Quarterly meeting, which FTA and FHWA attended, DOT&PF identified September as a target date to get a final document out for consideration by the MPOs. It is clear there is commitment from DOT&PF and the MPOs to have clear, agreed to expectations to promote all transportation planning within Alaska which FTA and FHWA support. In development of STIP Amendment #2, it is not clear whether the coordination process is currently inculcated throughout the DOT&PF.

To this point, the DOT&PF has not taken action on the FAST Planning MPO's or AMATS MPO's revised Metropolitan Planning Area (MPA) boundaries which were submitted to DOT&PF in December 2023 to reflect the 2020 Census revised Urban Area Boundaries (approved by FHWA on March 5, 2024) and the area forecasted to become urbanized within the next 20 years. There has been interest to update the MPO Operating Agreements simultaneously with the MPA boundary updates. MPA boundary updates do not require any changes to the MPO Operating Agreements and requiring the Operating Agreement to be updated could unnecessarily delay the MPA boundary update. While DOT&PF may like to see improvements to the Operating Agreement, those could be pursued as an ongoing effort after the MPA boundary is updated which would allow for the time to negotiate thoughtfully and considerately. At a minimum, the revised MPA boundaries must be approved by December 29, 2026; however, the MPOs may not perform planning efforts for the revised area until they are finalized. The updated MPA boundaries are critical to the MPOs' ability to update their metropolitan transportation plans currently underway.

STIP Amendment #2 incorporates TIP Amendments for both the FAST Planning and AMATS MPOs. These TIP Amendments were approved by the MPOs in April 2025; however, they were not submitted to FHWA and FTA for approval until July 2025. The delay in the approval for these TIPs can lead to delays in projects advancing in a timely manner.

Corrective Actions:

None.

Recommendations:

c. The State DOT should develop processes and limitations on changes between the public version and the final submittal. If these changes are significant and meet the amendment guidelines, the DOT&PF should provide the opportunity for public review and comment of the most recent amended version.

As an example, the STIP Amendment #2 submitted to FTA and FHWA indicates an overall program change of \$229.5M in less revenue and \$214.2M in less programming from the draft version posted for public review. The Change Log in Volume 3 outlines all of these changes and includes 9 new projects and 26 removed projects, and a total of 140 project changes between the public draft and the STIP Amendment #2 submitted to FTA and FHWA for approval.

- d. Through the STIP Working Group, DOT&PF and the MPOs should develop an agreed-to process for timely development and completion of Amendments and new STIPs.
- e. FHWA and FTA recommend including the MPOs as signatories to the 3C Process document and finalize with concurrence from all parties. As the 3C Process is implemented, continuous monitoring of effectiveness should be incorporated for all parties to provide feedback.
- f. The DOT&PF must develop and implement processes and procedures for a continuing, cooperative, and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should result in a tangible demonstration of coordination among the MPOs and the DOT&PF such that information is coordinated among the agencies in the development of documents including the STIP and STIP amendments. In addition, this coordination must provide for timely resolution of differences to ensure MPO processes are supported and before draft documents are released for public review.

Recommendations:

None.

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

STIP Amendment #1 Finding:

STIP Amendment #2, Volume 3, Engagement Summary, provides an overview of the public engagement procedures used for STIP Amendment #2 and the DOT&PF's process to involve and coordinate with affected local and appointed officials. Many improvements to public involvement have been made since STIP Amendment #1.

Volume 3 references a Change Log on page 58 and the change log is included starting on page 654. The Change Log is a very helpful document to clearly see the changes from STIP Amendment #1 to public draft to the submitted STIP Amendment #2 and also identifies any changes made as a result of public comment. The public was not given the opportunity to comment on the final STIP Amendment #2 prior to submittal for Federal approval.

The documented DOT&PF's public participation process does not address how the public will be engaged when significant changes take place prior to adoption or submittal for Federal approval or how project comments are considered. Volume 3 identifies 222 comments received for STIP Amendment #2 and the Change Log identifies two project changes occurring as a result of public comment. The Change Log identifies 9 projects as added following public review with one attributed to a change as a result of public comment. Additionally, 26 projects were removed following public review. It is noted that of those 26, 16 were removed as a correction because they are programmed in the Tribal TIP which is incorporated by reference, and should not be duplicated into the STIP. Overall, 140 project changes were identified following public review ranging from seemingly minor funding adjustments to new/removed projects.

Corrective Actions:

None.

Recommendations:

- g. The public participation process should define changes allowed between public review and final submittal as well as document processes to engage the public when significant changes are made to Federal documents such as the STIP and STIP Amendments and how the disposition of public comments are made available.
- h. The disposition of comments should address the comments received and the public should be able to find their comment and understand how it was considered for the final document. Therefore, the disposition of their comments should address their specific comment.

An example of this is the response to AIDEA's March 20, 2025 comment which does not address the projects identified by AIDEA.

Commendations:

- b. As stated in Commendation (a), the STIP Amendment #2 Online Dashboard was an intuitive way to provide information to the public on projects in the STIP.
- c. The DOT&PF engaged with FTA and FHWA in the months leading up to the STIP Amendment #2 draft being released for public review. FTA and FHWA found these coordination meetings to be very effective and recommend the continuation of this as a STIP Working Group to include the three MPOs.
- d. The Change Log developed for the Online Dashboard was a great tool to clearly see the changes between the STIP Amendment #1 and the draft STIP Amendment #2 during public review and the Change Log provided in Volume 3 was a helpful document to see all of the changes from Amendment #1 through the submitted Amendment #2.

4. 23 CFR 450.218(m) Fiscal Constraint

STIP Amendment #2 Findings:

The Alaska DOT&PF STIP Amendment #2, Narrative of the STIP provides significant improvements to the Fiscal Constraint Demonstration Detail. Funding sources are clearly labeled by year and include the local match and State funds anticipated throughout the life of the STIP. STIP Amendment #2 has also improved on the consistency in data between tables within the fiscal constraint demonstration.

The STIP Amendment #1 Volume 1, provides a Deep Dive page for projects considered programmed in the STIP. Deep Dive pages outline how State, local and Federal funds are programmed and provides project details, the year in which each funding source is programmed and how much is programmed by phase of the project. The project description provided is enough information for most projects to determine general eligibility for the funding source identified.

For large projects that extend over several years, the Deep Dive pages document the "Parent" and "Child" relationships. The documentation of this Parent-Child relationship in the Deep Dive pages provides a clearer pathway to tracking large projects that are expected to be completed over several years. Beyond the Deep Dive pages, the conceptual relationship of "Parent" to "Child" and the use of this concept within the STIP is not clarified or documented. This lack of clear documentation may

confuse how Parent-Child projects move through the Amendment and Administrative Modification processes and in some cases the project design phase.

How the DOT&PF uses Advance Construction (AC) and the conversion of AC (ACC) at the time of project authorization or when funds are requested for obligation is often inconsistent with the programming of projects in the STIP. As a result, the FHWA Division is unable to process these requests; though, these rejections may be reduced following STIP Amendment #2. Additionally, there is no clear documentation in the STIP that describes how the DOT&PF intends to use AC or ACC nor does it document the processes for which AC and ACC may support cash management or other programming decisions. A total of approximately \$783M in AC is identified in the Project Deep Dive pages for ACC after FY27 which is approximately 87% of the overall FHWA program anticipated in FY27 (FHWA Formula Exempt from Limitation and FHWA Formula Subject to Limitation). The use of AC depends on the availability of state funds which may be reduced in the future. The state should realistically assess their future federal funding allocations and obligations to ensure they will be able to convert the advance-constructed projects to federal aid in accordance with funding availability and fiscal constraints. Not doing so may impact their ability to deliver the STIP.

STIP Amendment #2 only identifies toll credits (a mechanism to reduce the non-federal share required by using credits approved by FHWA) in the Project Deep Dives. The STIP Amendment #2 narrative only defines what toll credits are but not how DOT&PF is implementing this program. Toll credits balances are not identified in the fiscal constraint or elsewhere in the STIP Amendment #2. It is noted that toll credits are not a revenue source and should not be identified as such but they should be identified as a credit to be earned and used. Through the Project Deep Dives, approximately \$91M of toll credits are applied across these years. Toll credits are not a funding source and, therefore, when they are applied, it reduces the amount of apportionment available for other projects which is beneficial for the public and interested parties to understand.

Corrective Actions:

None.

Recommendations:

- i. The conceptual use of "Parent" and "Child" in the STIP should be clearly documented. This includes defining the terminology, the programming processes and any special considerations given to projects captured in this concept. In addition, the concept description should consider how final design is programmed for the Parent vs. for the Child projects; how STIP revisions are determined; and the relationship of Parent and Child projects to the NEPA process and NEPA decisions.
- j. The STIP should clearly show the total, cumulative AC within the fiscal constraint demonstration and the accurate representation of AC conversions within the Project Deep-Dives.

An example of this is Need ID 33242 which shows \$118,002,807 in AC from prior to FY25 and only a \$86,301,869 to be converted after FY27. It is not clear if the State of Alaska is intending on the difference of \$31,700,938 to remain as state funds for this project or if there is an error in the fiscal constraint where another \$31,700,938 should be programmed for ACC or identified as a post-FY27 conversion.

k. The STIP should document how the Alaska DOT&PF uses AC and ACC and the processes by which these funds may be applied to projects programmed in the STIP during project authorization and obligation.

l. The STIP should outline how DOT&PF is implementing the toll credit program and what may occur if toll credits anticipated to be used in future years are not available. Additionally, the STIP should clearly show the total toll credits already received, anticipated to be received, and the overall balance.

m. Project groupings included in the STIP should be limited to a single work type. In addition, the list of individual projects intended for any group listed in the STIP should be made available whenever it is requested.

Recommendations:

None.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

STIP Amendment #1 Findings:

Alaska DOT&PF's STIP Amendment #2, Narrative, Appendix C, provides the Transportation Performance Management (TPM) analysis. The information provided documents the DOT&PF's strategic approach to make informed investment and policy decisions that achieve national performance goals. This includes alignment with the State's policies and guidance, the statewide long range transportation plan, and various performance plans. Appendix C also describes the collaborative process for developing and formalizing Federal metrics and performance targets with the MPOs. Each target is described in detail and provides data and visual representation of the DOT&PF's expected outcome of meeting these targets through the projects programmed in the STIP. Most targets are likely to be met within or ahead of the timeline anticipated. However, the data is showing that some targets are not currently being met or are likely to be met as required. Appendix C also provides a detailed listing of potential actions the DOT&PF may take for those targets that are not being met. However, it is not clear what actions the DOT&PF is currently taking to address those targets that are underperforming.

In STIP Amendment #1, Volume 4 was included that provided a series of references and documents related to various project prioritization processes and remains unchanged in the submission for STIP Amendment #2. In the FPF for STIP Amendment #1, FTA and FHWA identified issues with Volume 4 and made recommendations for improvement. STIP Amendment #2 does not include a modified Volume 4 and does not include any replacement process for demonstrating how projects are selected for programming into the STIP. Recommendations related to performance management and performance-based planning and programming from the FPF for STIP Amendment #1 remain for STIP Amendment #2.

Corrective Actions:

None.

Recommendations:

- n. The STIP must clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP. This includes identifying not only the final list of prioritized projects but how projects are selected and programmed into the STIP.
- o. For Federal transportation performance management targets that are under performing or for those that are not meeting their targets, the DOT&PF should document the actions currently underway to improve the State's ability to meet those targets.

Commendations:

None.

Attachment #4

STIP Amendment #2 Match-Related Project Changes

Project Name (*Project is in a STIP Program)	Original FY	New FY
*Abbott Road Pavement Preservation New Seward Highway to Lake Otis Pkwy	FY26	FY27
Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	FY27	FY28
Alaska West Coast Resiliency Projects-DOT&PF	FY27	FY28
*Anchorage Area Pavement Preservation Group A	FY26	FY27
Chenega AMHS Ferry Terminal Reconstruction	FY27	FY28
Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]	FY26	FY27
Cordova AMHS Ferry Terminal Rehabilitation	FY27	FY28
Dalton Highway Milepost 0-9 Reconstruction	FY27	FY28
Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Parent and Final Construction]	FY27	FY30
Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]	FY27	FY28
Denali National Park and Preserve: Replace Ghiglione Bridge - National Park Service	FY27	FY28
Ferry Terminal Chenega Improvements	FY27	FY28
*Ferry Terminal Juneau to Lena Point Pavement Preservation	FY27	FY28
Glenn Highway Incident Management and Traffic Accommodations [Stage 1]	FY26	FY27
Glenn Highway Incident Management and Traffic Accommodations [Stage 1]	FY27	FY28
Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1 MP 1-12]	FY26	FY27
Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1 MP 1-12]	FY27	FY28
Glenn Highway Milepost 158-172 Rehabilitation	FY27	FY28
Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	FY28	FY26
Hemmer Road Upgrade and Extension	FY27	FY28
National Electric Vehicle Infrastructure (NEVI) AEA Projects	FY27	FY28
Northern Region ADA Improvements - Fairbanks: 10th Avenue	FY27	FY28
Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	FY25	FY26
Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	FY26	FY28

STIP Amendment #2 Match-Related Project Changes

Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]	FY26	FY27
Parks Highway Milepost 99-163 Improvements [Stage 4]	FY27	FY28
Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]	FY26	FY27
Richardson Highway Milepost 235-257 Rehabilitation [Parent and Final Construction]	FY26	FY27
Richardson Highway Milepost 235-257 Rehabilitation [Parent and Final Construction]	FY28	FY30
Richardson Highway Milepost 235-257 Rehabilitation [Stage 1]	FY27	FY29
Richardson Highway Milepost 266-341 Passing Lanes	FY28	FY27
Richardson Highway Milepost 346 Chena Bridges Replacement	FY29	FY26
Richardson Highway Milepost 65-80 Rehabilitation	FY27	FY29
Seward Highway 36th Avenue Interchange	FY27	FY28
Seward Highway and Sterling Highway Intersection Improvements [Stage 1]	FY27	FY28
*Seward Highway Milepost 90-99 Pavement Preservation	FY26	FY27
South Tongass Highway and Water Street Viaduct Improvements [Stage 1-Early Work Package]	FY26	FY28
South Tongass Highway Saxman to Surf Street Reconstruction	FY26	FY27
Steese Expressway and Johansen Expressway Interchange [Stage 1]	FY27	FY28
Sterling Highway Milepost 157-169 Rehabilitation Anchor Point to Baycrest Hill [Parent and Final Construction]	FY27	FY28
Sterling Highway Milepost 157-169 Rehabilitation Anchor Point to Baycrest Hill [Stage 1]	FY26	FY27
Sterling Highway Milepost 45-60 Reconstruction: Sunrise to Skilak Lake [Stage 1B]	FY28	FY27
Wasilla-Fishhook Road at Main Street	FY26	FY27